

# The China Mail.

Established February, 1840.

VOL. XL. No. 6407.

號五月二年四十八百八十一英

HONGKONG, TUESDAY, FEBRUARY 5, 1884.

日九初月正年申中

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. Allen, 11 & 12 Clement's Lane, Lombard Street; E. O. C. BAKER & CO., 30, Cornhill; Gordon & Goron, 10, Great Queen St.; E. C. BAKER & CO., 32, Walbrook; E. C. SAMUEL, DRAGOON & CO., 159 & 161, Leadenhall Street.  
PARIS.—ANDREU—GALLIER & PARIS, 36, Rue Lafayette, Paris.  
NEW YORK.—ANDREW WIND, 21, Park Row.  
AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GORON, Melbourne and Sydney.  
SAN FRANCISCO and American Ports generally.—BROWN & BLACK, San Francisco.  
SINGAPORE, STRAITS, &c.—SAYLE & CO., Square, Singapore; C. HINDESEN & CO., Manila.  
CHINA.—Macao, Messrs A. A. de Mello & CO., Santos; QUELON & CO., Amoy; WILSON, NICHOLS & CO., Foochow; HEDDLE & CO., Shanghai; LANE, CRAWFORD & CO., and KELLY & WALSH, Yokohama; LANE, CRAWFORD & CO.,

## Intimations.

HONGKONG ICE COMPANY, LIMITED.

THE Third Ordinary Annual MEETING of SHAREHOLDERS will be held at the Office of the Company, No. 7, Queen's Road Central, at 12 o'clock, Noon, WEDNESDAY, the 6th day of February, 1884, to receive a Statement of the Accounts of the Company to 31st December, 1883, and the Report of the General Managers.

The Transfer BOOKS of the Company will be CLOSED from the 20th January to 6th February, both days inclusive.

JARDINE, MATHESON & CO., General Managers.  
Hongkong, January 19, 1884. 120

THE CHINA & MANILA SHAMSHIP COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

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RUSSELL & CO., General Managers.  
Hongkong, January 30, 1884. 184

BANK.

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital.....\$3,000,000.  
Installment received on.....926,765.62  
New Shares.....\$5,926,765.62

RESERVE FUND.....\$2,500,000.  
Installment of Premium received on New Shares.....608,333.43  
63,198,536.43

COUNCIL OF DIRECTORS.  
Chairman—W. REED, Esq.  
Deputy Chairman—W. F. YOUNG, Esq.  
H. L. DAILEY, Esq.—P. B. DUNN, Esq.  
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A. GLINTOW, Esq.—H. F. B. JOHNSON, Esq.

Chief Manager—THOMAS JACKSON, Esq., Manager.  
Shanghai—EVAN CAMERON, Esq.  
LONDON BANKERS, London and County Bank.

HONGKONG.  
INTEREST ALLOWED.  
On Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits—  
For 3 months, 3 per cent. per annum.  
" 6 " 4 per cent.  
" 12 " 5 per cent.

LOCAL BILLS DISCOUNTED.  
Credits granted on approved Securities, and on description of Banking and Exchange business transacted.

Draws granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,  
Chief Manager,  
Offices of the Corporation,  
No. 1, Queen's Road East,  
Hongkong, August 25, 1883. 48

## Notices of Firms.

### NOTICE.

WE HAVE THIS DAY ESTABLISHED a BRANCH of our Firm in Tsimshau. Formosa. Mr. WILFRID CHRISTY is authorized to sign on our behalf per Procuration.

DOUGLAS LAPRAIK & CO.  
Hongkong, January 1, 1884.

## Intimations.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

NOTICE IN EUROPE.

PASSENGERS and SHIPPERS by the above Company's Steamers are informed that QUARANTINE ENFORCEMENTS have been relaxed at MAESVILLE to 24 hours (performed on board the Steamer) and to VENICE to 3 days.

QUARANTINE will probably be removed from all ports by the time Steamers now leaving CHINA will arrive in the MEDITERANEAN.

PASSENGERS by the Company's Steamers have always the option of continuing the journey on to LONDON, on payment of the difference of fare.

### A. MOIWER,

### Superintendent.

Hongkong, January 20, 1884. 163

HOP SHING & CO., ENGINEERS, BOILER MAKERS, COPPER SMITHS, BRASS & IRON FOUNDERS, &c., WEST POINT IRON WORKS.

HAVING THIS DAY commenced BUSINESS, are ready to undertake Work of the above Descriptions under the Supervision of an EXPERIENCED EUROPEAN.

Orders executed with the utmost despatch and moderate terms.

24th September, 1883. 611

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the Rate of 6% or \$4.80 per Share, declared at the Ordinary Half-Yearly Meeting of Shareholders held this Day, will be payable at the Hongkong Branch of the CHINA & MANILA BANKING CORPORATION on and after TOMORROW (Wednesday), the 3rd Instant.

SHAREHOLDERS are requested to apply at the Office of the Company for WARRANTS.

By Order of the Board of Directors,  
F. A. DA COSTA,  
Secretary,  
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## Intimations.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

NOTICE IN EUROPE.

## For Sale.

**MACEWEN, FRICKEL & Co.**  
No. 53, Queen's Road East,  
(OPPOSITE THE COMMISSIONERATE),  
ARE NOW LANDING  
FROM AMERICA.

**CALIFORNIA  
RAKKE**

**COMPANY'S BISCUITS** in 5 lb  
tins, and loose.

Soda BISCUITS.

Assorted BISCUITS.

Small HOMINY.

Cracked WHEAT.

OATMEAL

CORNMEAL

TOPQUICK BUTTER.

Apple BUTTER.

Bacon and CALIFORNIA CHEESE.

CODFISH, Boneless.

Fried HAMS and BACON.

Engle Brand Condensed MILK.

FAMILY BEEF IN 2 lb cans.

Ideal SALMON IN 5 lb cans.

Cutting's Dessert FRUITS in 2 lb cans.

Assorted Canned VEGETABLES.

Potted SAUSAGE and Sausage MEAT.

Stuffed PEPPERS.

Assorted SOUPS.

Richardson & Robbin's Celebrated Potted MEATS.

Lunch HAM.

Lamb's TONGUES.

Clam CHOWDER.

Fresh OREGON SALMON.

Dried APPLES.

TOMATOES.

SUCCHETTA.

Maple SYRUP.

Golden JUICE.

LOBSTERS.

OYSTERS.

HONEY.

Assorted JELLIES.

Green CORN.

## FAIRBANKS' SCALES.

400 lb. Capacity.

600 lb. "

900 lb. "

1,200 lb. "

CORN BROOMS.

OFFICE HIGH CHAIRS.

AXES and HATCHETS.

AGATE IRON WARE.

WAFFLE IRONS.

SMOOTHING IRONS.

PAINTS and OILS.

TALLOW and TAR.

VARNISHES.

DEVÖE'S NONPARIEL  
BRILLIANT  
KEROSENE OIL,

150° test.

Ex late Arrivals from  
ENGLAND.

A LARGE ASSORTMENT OF  
S TO R E S;  
including:

CHRISTMAS CAKES.  
PLUM PUDDINGS.  
MINCEMEAT.  
ALMONDS and RAISINS.

Crystallized FRUITS.  
TYSON'S DESSERT FRUITS.  
PUDDING RAISINS.  
Lante CURRANTS.

Fine YORK HAMS.  
PICNIC TONGUES.  
PATE DE FOIE GRAS.  
SAVORY FATES.

FRENCH PLUMS.  
BAWN.  
INFANT FOOD.  
CORN FLOUR.

SPARTAN  
COOKING STOVES.

HITCHCOCK HOUSE LAMP.  
PERFECTION STUDENT LAMP.

CLARETS—  
CHATEAU MARGAUX.

CHATEAUX TOUR, pints & quarts.

12oz. GRAVES.

BREAKFAST CLARET."

SHERRIES & PORT—  
SACCONI'S MANZANILLA & AMON-

TILLADO.

SACCONI'S OLD INVALID PORT

(1849).

HUNT'S PORT.

BRANDY, WHISKY, LIQUEURS, &c.—

1 & 2-star HENNESSY'S BRANDY.

BROUARD DUPOUY & Co.'s BRANDY.

FOSTER OLD BOURBON WHISKY.

KINAHAN'S LI WHISKY.

ROYAL GLENDEE WHISKY.

BOODREY OLD TOM.

E. & J. BURKE'S IRISH WHISKY.

ROSE'S LIME JUICE CORDIAL.

NOLLY PRAT & Co.'s VERMOUTH.

CRABBIE'S GINGER BRANDY.

EASTERN CIDER.

CHARTREUSE.

MARASCHINO.

CURACAO.

ANGOSTURA BIKER'S and ORANGE BITTERS.

&c., &c., &c.

BASS'S ALE, bottled by CAMERON and  
SAUNDERS, pints and quarts.

GUNNESS'S STOUT, bottled by E. &

J. BURKE, pints and quarts.

DRAUGHT ALE and PORTER, by the  
Gallon.

ALE and PORTER, in hogsheads.

SPECIALLY SELECTED

C I G A R S .

Fine New Season's GUMSHAW TEA, in  
5 oz. tins.

BREAKFAST CONGOU @ 25 cents p. lb.

MICHAEL'S PATENT FIRE-PROOF  
SAFES, CASH and PAPER  
BOXES, at Manufacturer's Price.

Hongkong, December 1, 1883.

1043

## Mails.

NOTICE.  
COMPAGNIE DES MESSAGERIES  
MARITIMES.  
PAQUEBOT POSTE FRANCAIS.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, ADEN, SUEZ, ISMAILIA,  
PORT SAID, SYRIA, PORTS,  
NAPLES, MARSEILLE, AND PORTS  
OF BRAZIL, AND LA PLATA;

ALSO  
B O M B A Y.

ON TUESDAY, the 12th February, 1884, at Noon, the Commander  
S. S. "O U S", Commandant, Captain  
with MALES, PASSENGERS, SPECIE,  
and CARGO, will leave this Port, for the  
above places.

Cargo will be registered for  
London as well as for Marseilles for the  
principal ports of Europe.

Shipping Orders will be granted until  
Noon of 15th February, 1884.

Cargo will be received on board until 4  
p.m., Specie and Parcels until 3 p.m., on  
the 15th February, 1884. (Parcels are not  
to be sent on board; they must be left at  
the Agency's Office.)

Contents and value of Packages are re-  
quired.

For further particulars, apply at the  
Company's Office.

I. MARTIN,  
Acting Agent.

Hongkong, February 1, 1884. 197

Intimations.

Twelfth Volume of the  
"CHINA REVIEW."

NOW Read y.  
No. 3.—Vol. XXX.  
—OF THE

"CHINA REVIEW"  
CONTAINS—

The Eight "Lions" of Canton.  
China during the Tsin 齊 Dynasty, A.D.  
221-419.

The Whinck Dialect.

A Chip from Chinese History, or the Last  
Two Empresses of the Great Sung  
Dynasty, 1101-1126.

Hakka Folk-Lore.

Scrap from Chinese Mythology.

Some Hakka Songs.

Notices of New Books and Literary Intel-  
ligence.

Notes and Queries.

Books Wanted, Exchanges, &c.

To Contributors.

Hongkong, February 1, 1884.

NEWS FOR HOME.

The Overland China Mail.

(The older Overland Paper in China.)

PUBLISHED AT THE "CHINA MAIL" OFFICE

IN TIME FOR THE ENGLISH MAIL.

Containing from 72 to 84 columns of closely-  
printed matter.

For SATURDAY, 9th February, 1884.

Box Plan at Messrs. KELLY & WALSH,  
where Seal may be secured.

J. CHAS. DAVIS,  
Manager.

BARTLEY O'BRIEN,  
Agent.

Hongkong, February 5, 1884. 210

## Entertainment.

THEATRE ROYAL,  
CITY HALL.

DAVIS & D'ANGELOS.....Leaves

THIS EVENING,  
Tuesday, 5th February, 1884.

COMEDY BENEFIT OF  
MR. JEFF. D'ANGELOS.

ALSO  
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For Freight or Passage, apply to

DOUGLAS LAPRAK & CO.,  
General Managers.

Hongkong, February 5, 1884.

INSURANCES.

NOTICE.

QUEEN FIRE INSURANCE COM-  
PANY.

THE Undersigned are prepared to accept  
Risks on First Class Goods at 1  
per cent, net premium per annum.

NORTON & CO., Agents.

Hongkong, May 19, 1884. 988

NETHERLANDS INDIA STEAM  
NAVIGATION COMPANY, LIMITED.

FOR BATAVIA, SAMARANG AND  
SOURABAYA, VIA SAIGON  
AND FONTIANAK.

THE STRAITS INSURANCE COM-  
PANY, LIMITED.

THE Undersigned having been appointed  
AGENTS for the above Company are  
prepared to GRANT POLICIES on MARINE  
RISKS to all parts of the World, at current  
rates.

ARNHOLD, KARBERG & CO.

Hongkong, November 5, 1883. 855

NORTH BRITISH & MERCANTILE  
INSURANCE COMPANY.

THE Undersigned, AGENTS of the above  
Company, are authorized to insure  
against FIRE at Current Rates

GILMAN &

ANOTHER robbery has taken place in the central part of the town. About 3 a.m. on the 3rd instant, house No. 7, Lan Kwai Fong, a lane branching off D'Aguilar Street, was entered, and property, consisting of money, jewellery, and wearing apparel, mostly silk, to the value of about \$350, stolen. The inmates of the house were alarmed by the noise, made by the thieves, who, however, managed to escape. It was afterwards found by Inspector Quincey that the house had been entered by the roof, on which he found two empty trunks. He traced the thieves to a cook's house at the back of the Daily Press office, where he found a quantity of the stolen clothing scattered about the roof, but their further movements are unknown to the Police.

Return of visitors to the City Hall Museum for the week ending 3rd Feb., 1884:—

Monday,	Tuesday,	Wednesday,	Thursday,	Friday,	Saturday,	Sunday,	
Chinese Holiday.	Chinese Holiday.	Chinese Holiday.	Chinese Holiday.	Chinese Holiday.	Chinese Holiday.	Chinese Holiday.	Total.
28	30	31	32	33	34	35	190
2,934	2,940	2,943	2,943	2,943	2,944	2,944	22,553
Grand total 22,553.							

An amusing advertisement appearing in the English sporting papers is that of a Newmarket harrier, who advertises himself as "patronised by trainers, jockeys, and all the racing public," and offers for a ready consideration, with instant "tips" for the racing, racing orders. The idea of the racing nobility disclosing their little stable secrets over a morning shave is particularly funny.

THINOUROUR the whole of England there is about one mile of high road to every 361 acres of land. Of the 103,600 miles thus laid out, rather more than one-seventh are "multi-roads," and the rest ordinary high-ways; one mile of the former being included in every 2,700 acres, and one of the latter in every 420 acres. Here and there this average proportion of roads to acreage is very much exceeded; and this is more especially noticeable in the west country, where they are better off for main roads, generally speaking, for all sorts of roads, than elsewhere.

The lady signing herself "Madge," who writes letters in Truth to "Dearest Amy," makes no secret of her desire to marry a Japanese. She gives her correspondent a glowing account of the wonderful hall-room furniture that is being made by Jackson & Graham for the Mikado, and then adds:—"These delicious things are for His Imperial Highness Prince Arisugawa, the heir to the Throne. What an eligible (with a very large E) he must be! Could we not induce some one to chaperon us to Japan? I should rather like a Japanese husband." Perhaps Madge would moderate her transports if she knew that Prince Arisugawa is not heir to the Throne.

The accounts of the Kinkiang Municipal Council, contain some curious items. "Paid man who was shot, Rs. 9.60." Was he shot, by order of the Council? Perhaps he received his wound in defence of the settlement. "Expenses incurred by one Chinese falling into the river, Rs. 1,252." It would perhaps have been more correct to say that the expenses were incurred by taking him out of the water. In the question arises, was it not a lavish waste of money? If the Chinaman thought that life was worth living, he should have paid the heavy expenses incurred on his behalf.—Nanking Courier.

A somewhat strange judgment in favour of hanging comes to us from a correspondent. The gentleman in question has been looking to discover what mode of violent death is most popular with the British public, and with that object has adopted the very reasonable means of examining the methods chiefly in favour with persons committing suicide. The result is apparently very favourably to hanging, as in one year 1861 out of 1,472 people who committed suicide, no fewer than 511, or upwards of one-third, hanged or strangled themselves, as against 279 who cut their throats, and 71 who drowned themselves. The statistics are interesting, but they hardly amount to a genuine and unbiased plebiscite in favour of hanging.—*Pall Mall Gazette*.

A curious wager has been decided between two English visitors driven, seemingly, by fear of that national malady "the spleen," to adopt extraordinary means of passing their time. A bet was made of \$34 (1,000 francs) that one of the pair would run 1,000 paces before the other had finished eating a new puppy roll, and judges, unprejudiced, and after having been duly appointed, the distance was measured, the puppy roll passed, and the contestants placed in position. But, to say, no sooner had the word "go" been shouted that the gentleman in his bet had run, brought on a popular nervous affection of the throat, which induced him to stop from the effect of which, as, thereafter, he could not eat, he could not swallow no more, and the number of the 1,000 paces "run up" in a minute, as the sporting critic writes, by any number of steps, was presented with the stakes by the holder in due course as a consequence.—*Figaro*.

DRASTIC PAINFULS, the physicians say, and tools seem to prove the statement. In the Quarterly Review there is related an instance of a criminal who escaped death from hanging by the breaking of the rope. Henry IV. of France sent his physician to examine him, who reported that after a moment's suffering the man saw an appearance like fire across which spread a most beautiful avenue of trees. When a pardon was mentioned, the physician coolly replied that it was not worth saving him. Those who have been thus delivered from drowning, and afterwards restored to consciousness, assert that they are not able to live without pain. Captain Mapplethorpe states that his patients at one time, when nearly dead, were rather dead than otherwise. "In the sitting, for life once over, the water taking around me, assumed the appearance of living green fields." It is not a feeling of pain, but seems like sinking down, overpowering in deep in the body, soft grass in the pool instead."

#### THE LOSS OF THE "CHINKIANG."

NARRATIVE OF ONE OF THE SURVIVORS.

By the arrival of the Douglas Steamship Company's steamer *Kuonting* from Amoy today, we have been able to obtain a complete and accurate account of what occurred on board the steamship *Chinkiang* after she struck on Hainan Point on the night of the 20th instant, and also of the subsequent rescue of those who were on board, the steamer when she sank. Our informant says:—The *Chinkiang* passed Doid Island at twenty minutes past eight on the night of the 20th, when all was going well. The weather was clear, but there was a strong breeze blowing from the North East, and there was also a pretty sea running; in fact the engineers had to stand by the throttle valve as the ship was racing a bit. As we afterwards found, the vessel must have been going about six knots an hour, the distance between Dodd Island and the point where the ship struck being almost exactly nine miles. Exactly at ten minutes to ten we were roused from a sound sleep by feeling a tremendous shock, and I knew at once that the ship had gone ashore. I jumped from my berth, pulled on a pair of trousers and a jacket, and rushed out on deck with all haste. On deck there was great confusion among the Chinese, who were rushing hither and thither in the wildest manner possible. I could see they were already endeavouring to get the boats out; and I observed Capt. Herrmann standing at his post giving orders. There was still a pretty heavy sea running, and the waves were breaking over the starboard side of the ship, which by this time was apparently firmly fixed on the rocks. The chief mate was busily engaged superintending the launching of the boat on the starboard side by the passengers, while on the leeward side, of the ship, a number of Chinese were similarly employed with the life boat. The work of launching the boats by the Chinese on the starboard side was attended by great excitement, in fact so excited were they that they tried to push the boats into the water without first raising them out of the stocks, while a number of them crowded into the boat itself before it was ready for lowering. The Chinese, on the leeward side, however, worked more systematically, and without the assistance of European supervision, and managed to launch their boat successfully. Eleven of them afterwards got into the boat and got clear of the ship, and, though they were pleased with return to the ship, and take some more persons on board, their boat being able to carry double the number it contained, they resolutely and callously refused to do so and sailed away. Three or four minutes after the ship struck the engines had been stopped, by order of the chief engineer and the davit engine set going. Shortly after the chief and second engineers went into the forward stokehole, and, afterwards, reported that the water was rushing in through the bulkheads at a tremendous rate, and that there was six feet of water in the stokehole. Meantime, the work of launching the boats on the starboard side was being carried on by the chief mate. The launching of the first boat proved an utter and final, the whole of its occupants, numbering about twenty, being suddenly pitched into the boiling surf through the part of the boat being lowered away while the boat remained fast, owing to the tackle being fouled. All these persons must have been instantly drowned, for it was impossible for them to have reached the shore in the sea that was then running. The launching of the starboard life boat was attended with more success. Twelve Chinese got into her, and, whether intentionally or otherwise, they set her adrift, and also refused to return to assist those remaining. This boat struck on the rocks soon after it left the ship, however, and seven of its occupants were drowned. All the Europeans, with the exception of the Captain and chief mate, then procured life buoys, and a consultation was held on the quarter deck as to what was to be done, the boats all having left. The chief engineer expressed his opinion that the ship was now fast forward, but just as he was speaking, the ship began to sink. Every one, with the exception of the Captain, who stood stationary on the quarter deck, rushed to gain the main rigging. Mr. Dorn, reaching it first, Eric any of us had gone far up, however, the vessel gave a sudden plunge, and we were all lost struggling in the water. Out of the 50 odd persons who were on board only seven managed to regain the hold on the rigging, the rest being sucked down by the ship itself. Those who got on the rigging were the second and third engineers, four Chinese passengers, and one Chinese fireman. All night through we shone on our compasses but received no answer. The night was so dark that the second engineer had put on a topcoat before the ship sank again, but he was so much hampered by this that, with the assistance of the third engineer, he threw it off. It was bitterly cold all night, and it was only by hitting each other that we preserved ourselves from becoming completely benumbed. It would have been madness to attempt to swim ashore, for in addition to the cold there was still a heavy sea running. At daylight next morning, three Chinese junks came alongside and took us off. We were treated most unmercifully, the Chinese pulling us about and stripping us of everything. The third

engineer's belt was cut from his waist by a hatchet. They also gave us nothing to eat. They landed on the shore near by and gave us two guineas, who after accompanying us two or three hundred yards, deserted us. Later on a Chinese gardener very kindly gave us some hot water and rice, and took us to a place where we were able to bathe with some junk people to take us to Amoy. This they agreed to do for \$10, and at four o'clock the same afternoon we arrived at Amoy. There we reported ourselves to the British Consul, Mr. R. Forrest, who declined to give us money to pay the junkmen who had brought us on, and referred us to the agents. Ultimately we got a loan of money from a friend. We also learned in Amoy that the whole of the seamen of the *Chinkiang*, six ordinary seamen and four quartermasters, had arrived in a ship's boat earlier in the day, and reported that all the Europeans had left the ship before they did.

The total number of lives lost by the wreck of the *Chinkiang* is 53, 48 Chinese and 5 Europeans, and the total number saved 23 Chinese and 2 Europeans. The Europeans saved are Messrs. Burk and Robert Currie, the second and third engineers. Mr. Currie has been on three different vessels which have gone ashore during the last three months.

The Chinese gunboat which went to the scene of the wreck brought back word that two bodies, the description of which exactly corresponded with the appearance of Captain Herrmann and Mr. Riek, had been washed ashore near the wreck, and been buried there.

We learn that Mr. Sandbach is a native of Southport, England. Mr. Riek, we believe, was to have gone home shortly.

Our informant cannot explain how the ship came to be so far out of her course, but he wishes it to be emphatically stated that every officer of the ship, from Captain Herrmann downwards, was in proper service, and at his post.

Our informant is justly indignant at the treatment he and his comrades met with from the British Consul, and he also expresses his firm conviction that the great and lamentable loss of life connected with the wreck of the *Chinkiang* might have been wholly averted if the Chinese crew had, instead of being the first to leave the ship, stood by the boats as they were in duty bound to do. He says that between forty and forty-five minutes elapsed between the time the ship struck and the time when her hull so suddenly disappeared, and that period would have been ample sufficient to have allowed the whole of those on board to have got into the boats if these had stood by their posts. We think the matter is one that might well be enquired into. It would not surprise us if this charge of base desertion against these men was thoroughly established. If it be true, and we have no reason to believe it otherwise, the very fact of the entire crew having been stopped by order of the chief engineer and the davit engine set going, shortly after the chief and second engineers went into the forward stokehole, and, afterwards, reported that the water was rushing in through the bulkheads at a tremendous rate, and that there was six feet of water in the stokehole. Meantime, the work of launching the boats on the starboard side was being carried on by the chief mate. The launching of the first boat proved an utter and final, the whole of its occupants, numbering about twenty, being suddenly pitched into the boiling surf through the part of the boat being lowered away while the boat remained fast, owing to the tackle being fouled. All these persons must have been instantly drowned, for it was impossible for them to have reached the shore in the sea that was then running. The launching of the starboard life boat was attended with more success. Twelve Chinese got into her, and, whether intentionally or otherwise, they set her adrift, and also refused to return to assist those remaining. This boat struck on the rocks soon after it left the ship, however, and seven of its occupants were drowned. All the Europeans, with the exception of the Captain and chief mate, then procured life buoys, and a consultation was held on the quarter deck as to what was to be done, the boats all having left. The chief engineer expressed his opinion that the ship was now fast forward, but just as he was speaking, the ship began to sink. Every one, with the exception of the Captain, who stood stationary on the quarter deck, rushed to gain the main rigging. Mr. Dorn, reaching it first, Eric any of us had gone far up, however, the vessel gave a sudden plunge, and we were all lost struggling in the water. Out of the 50 odd persons who were on board only seven managed to regain the hold on the rigging, the rest being sucked down by the ship itself. Those who got on the rigging were the second and third engineers, four Chinese passengers, and one Chinese fireman. All night through we shone on our compasses but received no answer. The night was so dark that the second engineer had put on a topcoat before the ship sank again, but he was so much hampered by this that, with the assistance of the third engineer, he threw it off. It was bitterly cold all night, and it was only by hitting each other that we preserved ourselves from becoming completely benumbed. It would have been madness to attempt to swim ashore, for in addition to the cold there was still a heavy sea running. At daylight next morning, three Chinese junks came alongside and took us off. We were treated most unmercifully, the Chinese pulling us about and stripping us of everything. The third

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THE CHINA REVIEW.  
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TENTH YEAR.

THIS Review, which was intended to meet the wants of many students of Chinese and caused by the discontinuance of "Notes and Queries on China and Japan," has reached its Twelfth Volume. The Review discusses those topics which are uppermost in the minds of students of the Far East, and about which every intelligent person connected with China or Japan is desirous of acquiring trustworthy information. It includes many interesting Notes and original Papers on the Arts, Sciences, Ethnology, Folklore, Geography, History, Literature, Mythology, etc., Antiquities, and Sea, Manners and Customs, etc., etc., of China, Japan, Mongolia, Tibet, and the Far East generally. Recently a new department has been taken, and the Review now gives papers on Trade, Commerce, and Descriptive notes of Travel by well-known writers. It was thought that by extending the scope of the Review in this direction, the Magazine would be made more generally useful.

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The Notes and Queries are still continued and form an important means of communication and of diffusing among students knowledge on obscure points.

The Correspondents' column also affords further and greater facilities for the interchange of views and discussion of various topics.

Original contributions in Chinese, Latin, or any of the Modern Languages are received. The papers are contributed by the members of the various Consular, the Imperial Customs, and Hongkong Services, and also by the Missionary body, among whom a high degree of Chinese scholarship is assiduously cultivated. Among the regular contributors are Dr. Chalmers, Eitel, Breitweiser, Hirsch and Hause, Professor Legge, and Messrs. Balfour, Waiters, Stom, Phillips, Macleod, Groot, Jamie- son, Faber, Koppe, Parker, Playfair, Giles, and Piton—all well-known names, indicative of sound scholarship's thorough mastery of their subjects.

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"This number contains several articles of interest and value."—North-China Herald.

"The China Review" for September-October fully maintains the high standard of excellence which characterizes that publication, and altogether forms a very interesting and readable number. Meteorologists will find an interesting and valuable contribution by Dr. Frische, on "the Amount of Precipitation (Rain and Snow of Peking)" showing the results of observations made at the Imperial Russian Observatory at Peking, from 1841 to 1880. "Notes on the Dutch Occupation of Formosa," by Mr. George Phillips, contains some interesting information, although much of it is second-hand. The Notices of New Books include a most generous and appreciative review of "The Divine Classics" of Nan-Hui" and the Notes and Queries are as usual very interesting."—North-China Daily News.

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"The November-December number of the China Review contains less variety than usual, but the few articles are very interesting. The opening paper by Mr. Herbert A. Giles on "The New Testament in Chinese" treats of a question that must necessarily be of great importance in the eyes of all who are interested. Mr. E. H. Parker's "Short Journeys in Szechuan" are continued, and a goodly instalment of "We travel in the interior of China is given. Mr. F. H. Balfour contributes a paper of some length entitled "The Emperor Chang, founder of the Chinese Empire," which will be read with genuine interest by students of Chinese history.

A few short notices of New Books and a number of Notes and Queries, one of which

"On Chinese Oaths in Western Books and 'Ova'" might appropriately have been placed under a separate heading, complete the number."—H. K. Daily Press.

"Trübner's Oriental Record" contains the following notice of the China Review:—The present publication, judging by the number now before us, is destined to occupy a position, as regards China and the neighbouring countries, some what similar to that which was soon bestowed of late years upon the investigation of Chinese literature, antiquities, and social development, to say nothing of linguistic studies, has led to the accumulation of important stores of information, rendering some such channel of publicity as is now provided "extremely desirable; and contributions of much interest may fairly be looked for from the members of the foreign consular service, the Chinese Customs corps, and the missionary body, among whom a high degree of Chinese scholarship is now substantially cultivated, and who are severally represented in the first number of the Review by papers highly creditable to their respective authors."

Some translations from Chinese novels and plays are marked by both accuracy and freshness of style; and an account of the sarcasm of the Chinese post-offices of the eleventh century, Su Tung-po, by Mr. E. C. Bowra, is not only historically valuable, but is also distinguished by its literary grace. Beside notices of new books relating to China and the East, which will be a useful feature of the Review, if carried out with punctuality and detail, we are glad to notice that "Notes" and "Queries" are destined to find a place in its pages also. It is to be hoped that this opening for contributions on Chinese subjects may evoke a similar degree of literary zeal to that which was displayed during the lifetime of its predecessor in the field, and that the China Review may receive the support necessary to insure its continuance.

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